

activity that reverberates throughout our economy, improving our national competitiveness and spurring job creation for years to come.

With the national construction unemployment around 14 percent and upwards of 40 percent in my area in recent years, workers need and want to get back on the job.

Despite being a priority for the Department of Transportation, the Tappan Zee Bridge Replacement project in my district is stalled because the current Federal financing pipeline is too small.

I join Mr. WALZ in urging the conferees to file a conference report so that we can get on with our work to make the vital investments in our national infrastructure system.

The SPEAKER pro tempore. All time for debate has expired.

Without objection, the previous question is ordered on the motion to instruct.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. WALZ of Minnesota. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

COMPROMISE FOR THE GOOD OF ALL

(Mr. WALZ of Minnesota asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WALZ of Minnesota. Mr. Speaker, tonight we saw what's possible. When we come together and know that the good of the American public, their will, if it is worked in this House as it has for 236 years, as we began to deliberate and try and move forward on what helps the American public, bringing in our differences, debating, and at times passionately debating what we feel, but at the end of the day understanding the ultimate goal is what strengthens and moves this country forward; and I think tonight, in seeing an agreement on a bipartisan motion to instruct, just asking us to do the public's work, get a transportation bill done, put people back to work, build our highways, bridges, and infrastructure necessary to move people safely back and forth, but also to move goods to compete in the 21st century, it's not that big a lift. We can do it in a safe, efficient, and modern manner, and we can pay for it in a responsible way. The American public are willing to invest in America. They're simply asking us to do it smartly and do it in a way that compromises for the good of all.

I'm incredibly proud, as always, of this deliberative body. We have the ability to move it forward.

OBSTRUCTION AND DELAY

(Mr. CICILLINE asked and was given permission to address the House for 1 minute.)

Mr. CICILLINE. Mr. Speaker, our most pressing legislative items were nowhere to be seen on the House floor today. We had an opportunity to make headway on critical legislation, but Republicans have not provided action or solutions, only obstruction and delay. Student loan interest rates will double on July 1 if Congress does nothing.

After losing an estimated 28,000 construction jobs last month, Congress still hasn't passed a highway bill. The Republican leadership in the House refuses to bring the bipartisan Senate transportation bill to the floor for a vote, even though it would support 1 million construction jobs right away, including more than 8,000 in the State of Rhode Island.

Our middle class families, our small businesses, and our students and manufacturers deserve greater certainty so they can better plan their lives and companies, grow jobs and strengthen our economy. Yet another day has passed without action to avoid sequestration or address expiring tax provisions or prevent rising costs for higher education. Instead, Republicans plan to waste more time this week with partisan anti-environment messaging bills with little or no hope of passage in the Senate and veto threats that have already been issued by the administration.

We cannot let this become another wasted week. Our constituents deserve more. This Congress has to take action now, not delay until it's too late.

MAKE IT IN AMERICA

The SPEAKER pro tempore (Mr. BUCSHON). Under the Speaker's announced policy of January 5, 2011, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, thank you very much for this opportunity.

We have been engaged for this last hour in a discussion about what to do with one of the most important parts of America's public agenda, which is the transportation systems of this Nation.

We've heard a lot of back-and-forth. We actually heard that there was some agreement that we ought to get on with it. Indeed, we ought to get on with it. We ought to get a transportation bill before the American public, and we ought to get it to the President. Unfortunately, there is a gridlock and a deadlock. Behind all of the gentle rhetoric on the floor this evening, there are some profound differences in how we move forward with the transportation bill. We'll discuss some of those as we journey through this 1 hour or some portion of this 1 hour.

I think I would like to start maybe more than 200 years ago. There is a lot of discussion that we often hear here on the floor and in the rhetoric across the Nation that the Founding Fathers

would do it this way or that way, and if we only listened to the Founding Fathers most of our problems would be resolved. Usually, those discussions really speak to not doing something. It turns out that the Founding Fathers really did have a great deal of wisdom.

□ 1850

I came across a book written by Mr. Thom Hartmann called "Rebooting the American Dream." And in it, in his very first chapter, he goes back to the Founding Fathers, and he talks about what George Washington and George Washington's Secretary of Treasury actually did. On the day he was inaugurated, Mr. Washington said that he did not want to wear a suit made in England. He wanted to wear something made in America. Well, Make It in America is one of the principal things that my colleagues and I on the Democratic side have been talking about for some time.

So when I came across this book, I said, Wow, this is interesting. George Washington instructed his Secretary of Treasury, Alexander Hamilton, to develop a manufacturing program for the United States; and Alexander Hamilton did that. He didn't do it in 2,000 or 3,000 pages, as we might do it today. He did it in just a short, maybe 20 or 30 pages. And he developed an 11-point plan for America's manufacturers. It turns out that many of those 11 points are what we have been proposing on the Democratic side here for our Make It in America agenda.

But tonight I want to pick up one of those 11 points. And it happens to be the 11th of the 11 points that Alexander Hamilton presented to George Washington in 1790, and it was on American manufacturers. So point No. 11: "Facilitating of the transportation of commodities." The language is rather ancient English, but it still speaks to the following:

Improvements favoring this object intimately concern all the domestic interests of a community; but they may without impropriety be mentioned as having an important relation to manufacturers. There is perhaps scarcely anything, which has been better calculated to assist the manufacturers of Great Britain, than the meliorations of the public roads of that kingdom, and the great progress which has been of late made in opening canals. Of the former, the United States stands much in need.

He goes on to talk about the necessity for transportation here and copying what had gone on in Great Britain, that is, the development of public roads.

Then he says:

The following remarks are sufficiently judicious and pertinent to deserve a literal quotation: Good roads, canals, and navigable rivers, by diminishing the expense of carriage, put the remote parts of a country more nearly upon a level with those in the neighborhood of a town. They are upon that account, the greatest of all improvements.

So here we are in Mr. Hartmann's book, "Rebooting the American Dream," talking about what the